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JACK MCKAY HIT MARKET RIGHT

Sells Season's Largest Halibut Fare Here—to Take Out in Boston.

With the largest halibut hail of the season, sch. Preceptor, Capt. Jack McKay, arrived from Grand Banks yesterday afternoon with a 50,000 pound fare and 5000 pounds salt cod and 4000 pounds fresh hake besides. Capt. McKay had no difficulty in disposing of his trip selling to the New England Halibut Co. here at 11 1-2 cents a pound for white and 9 1-2 cents a pound for gray to take out at the firm's plant at Boston. Later, the Preceptor set sail for Boston arriving there for today's market.

Down from Boston this morning were schs. A. Piatt Andrew with 25,000 pounds fresh fish; Lillian, 40,000 pounds; Frances J. O'Hara, Jr., 55,000 pounds.

The gill netters landed 80,000 pounds yesterday. Some of the steamers struck quite a run of pollock, although the fares ran mostly haddock. Str. Enterprise did not arrive until about 11 o'clock last evening, going out to haul about 1 o'clock yesterday afternoon.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Preceptor, Grand Banks, 45,000 lbs. fresh halibut, 5000 lbs. salt cod, (went to Boston.)

Sch. A. Piatt Andrew, via Boston, 25,000 lbs. fresh fish.

Sch. Frances J. O'Hara, Jr., 55,000 lbs. fresh fish.

Str. Naomi Bruce, gill netting, 2500 lbs. fresh fish.

Str. Bryda F., gill netting, 1000 lbs. fresh fish.

Str. Seven Brothers, gill netting, 5500 lbs. fresh fish.

Sch. Little Fannie, gill netting, 5000 lbs. fresh fish.

Str. Philomena, gill netting, 1500 lbs. fresh fish.

Str. Nora B. Robinson, gill netting, 3000 lbs. fresh fish.

Str. Water Witch, gill netting, 4000 lbs. fresh fish.

Str. Anna T., gill netting, 2500 lbs. fresh fish.

Str. Ethel, gill netting, 4500 lbs. fresh fish.

Str. George E. Fisher, gill netting, 5000 lbs. fresh fish.

Str. Orion, gill netting, 10,000 lbs. fresh fish.

Str. Medomak, gill netting, 1000 lbs. fresh fish.

Str. Dolphin, gill netting, 2500 lbs. fresh fish.

Str. Sawyer, gill netting, 4000 lbs. fresh fish.

Str. James M. Gifford, gill netting, 700 lbs. fresh fish.

Str. Quartette, gill netting, 1500 lbs. fresh fish.

Str. Quoddy, gill netting, 1600 lbs. fresh fish.

Str. Carrie and Mildred, gill netting, 700 lbs. fresh fish.

Str. Hugo, gill netting, 475 lbs. fresh fish.

Str. Evelyn H., gill netting, 1800 lbs. fresh fish.

Str. Rough Rider, gill netting, 1150 lbs. fresh fish.

Str. Julia May, gill netting, 2000 lbs. fresh fish.

Str. Lorena, gill netting, 900 lbs. fresh fish.

Str. Mary R., gill netting, 1550 lbs. fresh fish.

Str. Robert and Edwin, gill netting, 1000 lbs. fresh fish.

Str. Enterprise, gill netting, 4500 lbs. fresh fish.

Str. Bethulia, gill netting, 3000 lbs. fresh fish.

Str. Mystery, gill netting, 1000 lbs. fresh fish.

Str. Ibsen, gill netting, 1800 lbs. fresh fish.

Sch. Lillian, via Boston, 40,000 lbs. fresh fish.

Sch. Thomas S. Gorton, via Boston.

Vessels Sailed.

Sch. Bay State, halibuting.

Sch. Avalon, halibuting.

Sch. Rex, halibuting.

Sch. Mary DeCosta, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.

Eastern halibut codfish, large, \$5; medium, \$4.50.

Georges halibut codfish, large, \$5.50; mediums, \$4.50.

Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.

Haddock, \$2.00.

Hake, \$2.00.

Pollock, \$1.75.

Fresh Fish.

Splitting prices:

Haddock, \$1.10 per cwt.

Cod, large, \$2.25; medium, \$1.85; snappers, 75c.

All codfish, not gilled, 10c per 100 pounds less than the above.

Hake \$1.10.

Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.

Pollock, 90c.

Fresh halibut, 11 1-2c per lb. for white, 9 1-2c for gray.

SEINERS HAVE STARTED TO FIT

Another addition to the south seining fleet will be sch. Veda McKown which will be commanded by Capt. Lewis Carritt. Capt. Carritt will fit her out in a few days.

Sch. Lottie G. Merchant, Capt. Ralph Webber, is fitting for south seining, the first of the fleet to start in.

Capt. Archie Devine is fitting out sch. Arthur James for south seining.

Capt. Frank Hall will start to fit sch. Ralph L. Hall for the south tomorrow.

Sch. Rob Roy came off the ways this morning and sch. Marguerite Haskins, Monarch and Mary E. Hart are on also.

Capt. Martin L. Welch will start to fit sch. Benjamin A. Smith for south tomorrow.

DULL MUSIC AT NEW FISH PIER

Plenty of Fish But Prices Off With Dullness of Trade.

Low prices continued at the Boston market today, there being 18 trips arriving at the new pier since yesterday's report.

The largest arrivals were schs. Preceptor, which came up from here with halibut, Frances S. Grueby, Vanessa, Ellen and Mary, Josephine DeCosta.

Opening quotations were \$1.25 a hundred pounds for haddock, \$3 to \$3.50 for large and \$1.65 to \$2 for market cod, \$2 for hake, \$2.50 for pollock, \$1.25 to \$1.50 for cusk and 11 1-2 and 9 1-2 cents a pound for halibut.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Frances S. Grueby, 42,000 haddock, 7500 cod, 2000 hake, 2500 pollock.

Sch. Mary C. Santos, 21,000 haddock, 6000 cod.

Sch. Eva and Mildred, 300 haddock, 2400 cod, 10,000 hake, 7000 cusk.

Sch. Laura Enos, 2000 cod.

Sch. Olivia Sears, 2000 cod.

Sch. Vanessa, 42,000 haddock, 5000 cod, 2500 pollock.

Sch. Mildred Robinson, 30,000 haddock, 5500 cod, 3000 cusk.

Sch. Leonora Silveria, 200 haddock, 1800 cod, 3000 hake.

Sch. Josephine DeCosta, 30,000 haddock, 14,000 cod, 5000 cusk, 1500 halibut.

Sch. Elsie and Mary, 40,000 haddock, 10,000 cod, 3000 hake, 10,000 cusk.

Sch. Preceptor, 4000 hake, 5000 lbs. salt cod, 45,000 halibut.

Sch. Albert W. Black, 200 haddock, 5000 cod, 5500 hake, 3500 cusk.

Sch. Mary Edith, 300 cod, 10,000 hake, 7000 cusk, 200 pollock.

Sch. Edith Silveria, 5500 haddock, 2000 cod.

Sch. Jorgina, 300 haddock, 7000 cod, 12,000 hake, 12,000 cusk.

Sch. Flavilla, 11,000 haddock, 2000 cod.

Sch. Pearl, 1000 haddock, 500 cod.

Sch. Sabine, 7000 flounders.

Haddock, \$1.25 to \$2 per cwt.; large cod, \$3 to \$3.50; market cod, \$1.65 to \$2; hake, \$2 to \$4; pollock, \$2.50; cusk, \$1.25 to \$1.50; halibut, 11 1-2 cents for white and 9 1-2 cents for gray.

Getting Ready For Cape North.

Sch. Mary F. Curtis, Smuggler, Richard, A. Piatt Andrew, Thomas S. Gorton, Imperator, Premier and Elsie have discontinued market fishing and will undergo their spring cleaning before fitting for shacking.

Halibut at Portland.

Sch. Hattie L. Trask of the Georges handline fleet is in Portland this morning with 6000 pounds of fresh halibut. She left here March 10.

FIND NO TRACE OF SOUTHERN CROSS

Relief Measures Planned For Families of Lost Sealers at St. John's.

The steamer Kyle, in search of the sealing steamer Southern Cross, who with her crew of 173 men is missing and it is feared lost, reported by wireless last night that she had spoken sch. John Hays Hammond, Capt. Archie McLeod of this port, 190 miles off Cape Race. Capt. McLeod, however, was unable to furnish any information concerning the missing craft.

After a search off the southern coast all day yesterday and Tuesday, the Canadian cruiser Fiona sent word to St. John's that she had found no trace of wreckage. Although a heavy storm was forecasted last night, the Kyle intended to continue her search today.

In the meantime relief measures are being planned to provide for the families of the men of the Southern Cross as well as those of the sealer Newfoundland.

The steamer Newfoundland came in Tuesday evening with 600 seals. She had sent her dead and injured ahead of her on the steamer Bellaventure, which arrived last Saturday. Two other ships of the fleet dropped anchor last night, the Adventure, with 12,000 seals and Florizel with 16,000. The Florizel also brought 120 of the crew of the Eagle, who had become discouraged at the poor hunting the fleet had met since the blizzard of last week.

SECOND SALMON.

The second salmon of the season, caught at Bangor, (Me., weighed 18 pounds and brought its owner when sold \$1.25 per pound. It was caught by "Gus" Youngs, after about 40 minutes' play.

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Pigeon Cove Boats Did Well.

One of the best catches of the month was made by the Pigeon Cove boats yesterday. Those arriving were as follows: Gracie Freeman, 1500 pounds; Margaret, 1000 pounds; Sylvester, 1000 pounds; Florida, 800 pounds; Nettie, 500 pounds; Nautilus, 500 pounds. The Maxwell has concluded shore fishing and will fit for mackerel netting out south.

Take Stores at T Wharf.

Fishing schooners are using the slip between long and T wharf as a place to take on stores and bait. It is no unusual scene nowadays to see the old T wharf slip on the south side of the pier filled with fishing schooners as in the past, all taking on ship stores.

Fine Stock and Share.

Sch. Elsie, Capt. Alfred Reynolds, stocked \$2712.76 on her recent haddocking trip, each of the crew sharing \$64.45 clear.

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BUT ONE CRAFT FROM OFF SHORE

Gill Netters Now Doing Poor- ly and Biggest Craft Gives It Up.

The only off shore arrival this morning is sch. Titania from a Georges handlining trip with 16,000 pounds salt cod. Down from Boston are schs. Leonoda Silveria, arriving yesterday with 8000 pounds fresh fish; Preceptor, 7000 pounds salt cod; Jorgina, 20,000 pounds fresh fish.

The gill net fleet landed better than 50,000 pounds yesterday, many of the boats doing poorly. Steamer James M. Gifford will pull up her gear today and return to Stonington, Conn., to engage in trap fishing for scup and butterfish.

Today's Arrivals and Receipts.

The arrivals and receipts in detail are:

Sch. Lenora Silveria, via Boston, 8000 lbs. fresh fish.
Sch. Preceptor, via Boston, 7000 lbs. salt cod.
Sch. Titania, Georges handlining, 16,000 lbs. salt cod.
Sch. Jorgina, via Boston, 20,000 lbs. fresh fish.
Str. Sawyer, gill netting, 4000 lbs. fresh fish.
Sch. Little Fannie, gill netting, 4000 lbs. fresh fish.
Str. Seven Brothers, gill netting, 2500 lbs. fresh fish.
Str. Water Witch, gill netting, 4500 lbs. fresh fish.
Str. Dolphin, gill netting, 700 lbs. fresh fish.
Str. Medomak, gill netting, 700 lbs. fresh fish.
Str. Bessie A., gill netting, 1500 lbs. fresh fish.
Str. Nora B. Robinson, gill netting, 1000 lbs. fresh fish.
Str. Ibsen, gill netting, 800 lbs. fresh fish.
Str. Alice, gill netting, 1700 lbs. fresh fish.
Str. Quoddy, gill netting, 1100 lbs. fresh fish.
Str. Naomi Bruce, gill netting, 1000 lbs. fresh fish.
Str. Rough Rider, gill netting, 700 lbs. fresh fish.
Str. Enterprise, gill netting, 5000 lbs. fresh fish.
Str. Bethulia, gill netting, 1500 lbs. fresh fish.
Str. Hugo, gill netting, 350 lbs. fresh fish.
Str. Carrie and Mildred, gill netting, 4600 lbs. fresh fish.
Str. Evelyn H., gill netting, 1800 lbs. fresh fish.
Str. Julia May, gill netting, 1000 lbs. fresh fish.
Str. George E. Fisher, gill netting, 3000 lbs. fresh fish.
Str. Mary L., gill netting, 800 lbs. fresh fish.
Sch. Gertrude T., gill netting, 6000 lbs. fresh fish.
Str. Geisha, gill netting, 6000 lbs. fresh fish.
Str. Mystery, gill netting, 1100 lbs. fresh fish.
Str. Quartette, gill netting, 800 lbs. fresh fish.

Sch. Manomet, shore.
Sch. Etta B., shore.
Sch. John J. Fallon, shore.
Sch. Edith Silveria, shore.
Vessels Sailed.
Sch. Jeanette, haddocking.

TODAY'S FISH MARKET.

Salt Fish.

Handline Georges codfish, large, \$5 per cwt.; medium, \$4; snappers, \$3.
Eastern halibut codfish, large, \$5; medium, \$4.50.
Georges halibut codfish, large, \$5.50; mediums, \$4.50.
Cusk, large, \$2.50; mediums, \$2; snappers, \$1.50.
Haddock, \$2.00.
Hake, \$2.00.
Pollock, \$1.75.

Fresh Fish.

Splitting prices:
Haddock, \$1.10 per cwt.
Cod, large, \$2.25; medium, \$1.85; snappers, 75c.
All codfish, not gilled, 10c per 100 pounds less than the above.
Hake, \$1.10.
Cusk, large, \$1.75; medium, \$1.25; snappers, 50c.
Pollock, 90c.
Fresh halibut, 11 1-2c per lb. for white, 9 1-2c for gray.

STEAM TRAWLERS HAD GOOD FARES

Six of Shore Boats Also at Boston Have Small Catches.

Trading was gull indeed at the new fish pier this morning, and while there was but a handful of arrivals, buying was slow and the two beam trawlers discharged but a few thousands up to 9 o'clock.

It was to be expected, however, for with Good Friday which winds up the Lenten season, there is a noticeable falling off in the demand for fish and the dealers are looking for a dull season.

The steam trawlers Surf and Foam had the largest fares, the former with \$2,000 pounds and later 90,000 pounds. Six shore boats landed small fares.

Few sales were reported, wholesalers paying \$1.50 to \$2.25 a hundred for haddock, \$4 for large and \$2 for market cod, \$3 to \$5 for hake, \$2.25 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Surf, 66,000 haddock, 5000 cod, 11,000 pollock.
Sch. Rose Standish, 500 haddock, 5500 cod, 300 hake, 1500 pollock.
Sch. Lillian, 100 haddock, 1500 cod.
Sch. Olivia Sears, 2200 cod.
Str. Foam, 81,000 haddock, 9000 cod, 400 pollock.
Sch. Laura Enos, 2000 cod.
Sch. Minnie, 1300 cod.
Sch. Eva Avina, 2000 cod.
Haddock, \$1.50 to \$2.25 per cwt.; large cod, \$4; market cod, \$2; hake, \$3 to \$5; pollock, \$2.25; cusk, \$1.50.

UNION FISHERS MAKE A DEAL

Seattle, Wash., is the headquarters for the Pacific Halibut Fishermen's Union. The arrangement so far has been where fishing has been done from dories, each dory takes its own fish. The Canadian Fish and Cold Storage Co., of Prince Rupert, has now done away with the dory fishing, so the Union had to make new arrangements.

It is now agreed that where fishing is to be done from the vessels with long lines, the crew to be carried is to be twelve in number, and the catch to be divided equally amongst the 12 at one and a quarter cents per pound. The captain does not share in the catch, but one of the 12 acts as mate.

A branch of the Union is to be formed in Prince Rupert, the headquarters at Seattle controlling Prince Rupert, Haysport and Ketchikan. The strength of the union is now 1,500 members.

CAPT. AND CREW HAD MEASLES

After leaving Digby on Sunday last for Brown's bank, measles broke out among the crew of the schooner Albert J. Lutz and she put back to Digby, arriving there on Tuesday, with her skipper, Capt. Arthur Longmire, a very sick man. He was brought ashore in a tug and removed to the home of his sister, Mrs. John Sproule. Capt. John Apt will take the Lutz out for this trip should her crew of 22 men be able to go.

Two New Bankers for LaHave.

Two fine schooners for the LaHave, N. S., fishing fleet have been launched in Shelburne within a week.

On March 27 the Carranza, built for Capt. Harris Conrad, took the water from the shipyard of Messrs. W. C. McKay & Son. She is 116 1-2 feet long, 24 feet beam and 10 feet 8 inches in depth of hold. Her registered tonnage is 125 tons.

The J. W. Margeson, launched April 1 from the McGill Estate Yard, is 107 feet long, 23 feet beam and 9 feet 9 inches in depth of hold. She registers 96 tons, and will be commanded by her owner, Capt. Joseph E. Conrad. This is the fourth vessel built in the McGill yard for Capt. Conrad within the past few years.

A three-masted schooner has been ordered for Newfoundland parties to ply between Newfoundland, the Azores and Portugal. She will be begun at once.

Halibut at Portland.

Sch. Georgia, Capt. John Stream is in Portland this morning with 8000 pounds of Georges halibut. The Georgia made a quick trip, leaving here April 2.

Vessel Sold.

Sch. James R. Clark of Beverly has been sold to Capt. Charles Anderson of Clark's Harbor, N. S.

TRANSCRIPT ASKS WHAT IS A SARDINE

Eastport and Lubec might answer this question by saying: "Come and see." Yet in all their "sardine series" they have not even one sardine. The little fish has never crossed the Atlantic to the coast of Maine. This does not imply that what they call sardines Down East are not good fish or wholesome food. They are all right in their place, being known and accepted for what they are, notwithstanding the misnomer. But the fact is that if they were shipped to Europe the persons who attempted to sell them there under the name of sardine would get into trouble with the legal authorities, because it has now been judicially decided that nothing but a pilchard is a sardine. That excludes our American fish, though it was over the marketing of Norwegian fish that the question arose.

For over ninety years the industry of packing immature pilchards in oil in tins has been practised in France and during the last forty years in similar industry has been carried on in Cornwall, the goods being invariably sold as sardines. The sardine is the name applied to the pilchard which is similarly packed in Spain and Portugal. What else could the fish properly called, seeing that "sardine" is the French name for the pilchard and has always been strictly limited to that fish in the packing industry. Unsuccessful efforts have been made from time to time in England to "sardines" manufactured from sprats instead of pilchards. In these cases the misleading labels have had to be dropped. And in the case of the Norwegian fish which has just been decided in a London court not only has fraudulent label been prohibited, each of the two defendants has had to pay over \$600 in fines and costs.

The short point in the long case, the judge said, was whether they were entitled to sell the Norwegian fish known as "brisling" under the name of "skipper sardines" or "Norwegian skipper sardines." It was maintained for the defence that "sardine" was a trade description lawfully and generally applied to any small fish suitable for packing, but the judge held that the description only lawfully and generally applied to one definite and particular kind of fish, namely, pilchard and in the trade was limited to immature pilchard packed with oil in tins. So that is settled for England. But what's in a name? Herring or sprats by any other name would taste as sweet. They do not need to be seasoned with the sardine apple. Only it happens that the likeness of both the fish and the packing in the Maine industry has seemed to make "sardine" the most convenient name. It has been adopted altogether innocently, and is not in the least degree misleading, because everybody knows what it covers. If we were to send it to Europe on a tin the legal authorities might dub it "fraudulent" but we need all the tins of the little fish from the Bay of Fundy for home consumption.—Boston Transcript Editorial.

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MORE SEIZURE CASES ARGUED

Fred'k H. Tarr Presented U. S. Contention in Several—Points Raised by Him Given Marked Attention by Members of Tribunal.

(Special to the Times.)

Washington, D. C., April 8, 1914

The Canadian Claims Arbitration Tribunal resumed its sitting this morning the case of the schooner David J. Adams, owned by the late Captain Jesse Lewis being next in order. As this is one of the most important cases involved, it is expected that the arguments will last several days.

J. Reuben Clark, Esq., the Agent for the United States before the Tribunal will make the argument in behalf of Captain Lewis's heirs. He commenced this forenoon, and it is unlikely that he will conclude before late tomorrow or possibly Friday.

As in all the other cases so far, the

argument for the Canadian government will be made by Hon. E. L. Newcombe of Ottawa, Assistant Agent before the Tribunal for the Canadians. Tarr Argues Argonaut and French Cases.

The argument in the cases of the Argonaut and Colonel J. H. French were finished before the Arbitration Tribunal on Monday afternoon. Frederick H. Tarr of this city, on behalf of the United States began on Thursday afternoon and presented the argument during the remainder of that session and during the session of Friday. The Honorable E. L. Newcombe of Ottawa, on behalf of His Majesty's government, replied during Monday, and after a brief rejoinder by Mr. Tarr the case was closed.

The amount involved in these two cases is approximately \$46,000 and interest is claimed for 26 years. The cases were of extreme difficulty on account of the facts as well as the law, as the seizure was made in 1887 and the records of the occurrence were not as accurate and as complete on either side as could be desired. It was claimed by the United States that the seizure was made when the seine boats and seines were 3½ miles from shore and it was claimed by the Canadian government that the seizure was made within a mile, and three-quarters of the shore. The log of the fishing cutter had been lost or destroyed by fire and there was no evidence in the case by which it could be nearly determined just what the log would show. Then it appeared, too, that the statement of position of the seizure which was made by Captain

Staples of the American schooner Vestal at the time of the seizure was erroneous and that he was necessarily wrong, either in the cross-bearings which he took or in the distances which he estimated from them. The decision of the court, therefore, must be made upon evidence of estimate and inferences which are drawn from the affidavits of the crew taken at the time of the seizure.

Tarr Made Very Strong Point.

One of the strongest points in the case, as was pointed out by Mr. Tarr and which seemed to engage the attention of the President of the Tribunal very forcibly, is the fact that it is undoubtedly true that the seines which were full of mackerel, having been pursued up, were drifting rapidly along the shore. The seines were twenty-five fathoms deep and the water at the point where the seizure was made was only nine fathoms deep. In order to find water of twenty-five fathoms deep, it is necessary to go outside the three-mile limit and the clear inference therefore would be that these seines were seized in the deeper water outside the three mile limit.

In regard to the law in the case, it was claimed by Mr. Tarr, on behalf of the United States, that even if the Tribunal should find that the seines were within the three-mile limit when seized, that if they drifted there, they were not guilty of any breach of Canadian law. This raises the same point which was so ably put forth by Mr. Clark,

on behalf of the United States, in the case of the Frederick Gerring.

Point to Canada Official Orders.

In addition to that, Mr. Tarr also claimed on behalf of the United States that, inasmuch as the Canadian officials, by their express instructions which were issued in 1886 to seizing officers, had in effect instructed them that, in cases where foreign vessels drifted within the three-mile limit inadvertently through strong tides or unavoidable accident, they were not to be seized, and he argued that there was in force among nations, as well as between individuals, a clear principle of equity law that if the executive officers of a nation induce any party to rely upon representations which they make and induce him to believe, for example, that his boat, if it happens to drift within limits innocently, will not be seized, that nation has no right, without notice, to change its policy, no matter

what its actual rights may be under the law.

This proposition was given considerable attention by the Tribunal, and even the Canadian member of the court, Sir Charles Fitzpatrick, asked Mr. Tarr to repeat his argument in regard to it, saying that he was impressed by the force of the suggestion which was contained in it.

The claim for damages which was made on account of the threat of arrest of the schooners upon the high seas was strenuously resisted by the counsel for Canada who claimed that it was entirely without foundation. On the other hand, it was strongly contended for, by counsel for the United States, if a claim for damages in that respect is allowed, the damages will be heavy.

The Tribunal will probably make no finding in this case for several months, as it will sit throughout the month of April and probably find no time for an extended examination of this case before the adjournment.

Tarr Presents Tattler Case.

The case of the Tattler were argued before the Arbitration Tribunal on Tuesday, Frederick H. Tarr, appearing in behalf of the United States, and the Honorable E. L. Newcombe of Ottawa, in behalf of Great Britain.

The Tattler was involved in trouble twice, once, in 1904, for landing a man at a Nova Scotia port, and once, in 1905 for shipping a crew without a license. In both these cases the acts were innocently done with no intent to infringe upon Canadian regulations. In the first case, the vessel was fined \$500 and suffered damages by reason of the detention to the amount of \$1500 more. In the second case, the Tattler suffered damages, by five days' detention, of \$2100, as she was engaged in the frozen herring fishery, and, by reason of her detention, was unable to reach the Bay of Islands until a few hours before the ice came down and drove her away, she securing only a partial cargo.

The facts in this case were fairly clear and very little dispute upon all the evidence, it being contended upon one side that the man was landed after the captain had secured permission to do so from the Collector of Customs, and it being contended, on the other hand, that the man was landed without the knowledge of the Collector.

Second Case Result of Misunderstanding.

In the second case, the Tattler was blacklisted for failing to secure a license before she shipped her crew, but the owners took up the matter with the Canadian government and pointed out that the affair was the result of a misunderstanding between the collector and the captain, and the Canadian government acceded to that view, agreeing to receive the amount of the license fee and take no action against the vessel. The owners received this notice on the 15th day of December, 1905, and immediately sent on a check for the amount of the license fee, but, unfortunately, on that very day the 15th of December, the Tattler was seized and, despite the arrangement which had been made, she was held on to by the Canadian officials for four days and her prospects of a successful trip were ruined.

The Tattler was owned by David B. Smith and Company, and Aiden E. Geele, both of Gloucester.

The contention of His Majesty's government was that the vessel was subject to forfeiture and that anything less

than that was a favor to the owners, of which they could not complain, and that no matter how harshly the vessel was treated, it was possible to do so under Canadian law which the Tribunal had no right to change.

At the conclusion of the arguments Honorable Henri Fromageat, president of the Tribunal, thanked counsel for the clear, able and exhaustive presentation of the facts and the law.

"GET IN THE BOAT" FIRST MACKEREL

Mackerel out south have made their appearance and the news for which the local fleet of seiners has anxiously been awaiting was received this morning, in the announcement that one large fish was received at New York.

A despatch to the Times states that it Chesboro Brothers, Fulton market wholesalers, received the mackerel this morning. It was taken off the North Carolina coast and was sold by the Blackfords, the price not being mentioned.

This is the first news of mackerel being taken south. It would indicate that the fish are on their way up the coast, which means that the local, seining fleet will be now getting underway in search of the much coveted schools.

The Halifax Market.

The Halifax Chronicle of Monday says that stocks of salt fish held locally total 10,000 to 15,000 quintals, this is a small amount and in consequence prices are likely to rule firm for some time to come. Alewives have advanced 25c to \$4.75 per barrel, other prices are unchanged.

There are over 150 Nova Scotia vessels engaged in deep sea fishing this season, which means an increase of 400 men and \$250,000 capital.

DRY FISH.

Large cod, qtl., \$6.75 to \$7.25.
Small cod, qtl., \$6 to \$6.75.
Haddock, qtl., \$4 to \$4.75.
Pollock, qtl., \$4 to \$4.25.
Hake, qtl., \$4 to \$4.25.

SALT FISH.

Mackerel, fat, bbl., \$12.
Mackerel, large 3s, bbl., \$10.50.
Mackerel, mediums, \$9 to \$10.
Mackerel, tinkers, \$6 to \$8.
Fat herring, bbl., \$4.50.
Fat herring, half-bbl., \$2.50.

Want New Lights on Nova Scotia Coast.

Vessel and boat fishermen of southwestern Nova Scotia complain that Brier Island light, entrance to Bay of Fundy, is not powerful enough to be a reliable aid to navigation. As this is one of the leading lights in the navigation of the Bay, not only for fishermen, but coasters and ocean vessels, it should be a light of the first class order. Lighthouse should also be placed upon Gannet Rock, south of Cape Forchu N. S.

All Fixed Up.

Sch. John J. Fallon is down from Boston to have a new foremost set. About \$8000 has been spent on her since she went ashore this winter in Boston harbor. She looks in fine condition now.

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FINDS FAVOR IN NOVA SCOTIA

Andrew's Concessions Plan for Fishing Crafts Would Boom Shelburne.

Says the Canadian Fisherman:

"The reduction of the Modus Vivendi license fee to \$5 per vessel would, in the opinion of Mr. M. H. Nickerson, a competent authority upon fishing and fisheries, be one of the greatest booms to the port of Shelburne.

"The situation of Shelburne would make it the natural and most easily accessible port for the American fishermen fishing on the western Banks. Here they could purchase bait, ice and supplies if we had the facilities, and with a steamship service to U. S. points, American craft could transship their fares without making the long run from the adjacent grounds to the American markets. Shelburne's citizens would reap the benefit in every way. Boxes for shipping fish would make a great business alone; men to pack the fares would be given constant employment on the wharves; the outfitters, ice and bait dealers, sail-makers and dory builders would also come in for their share. If the free fish tariff could revive the fish business in Yarmouth, the reduction of the Modus Vivendi would bring a new era of prosperity to Shelburne.

"The question of revising the 'Modus Vivendi' in the direction of granting greater privileges to American vessels in Canadian ports is now receiving some attention on the south shore of Nova Scotia. M. H. Nickerson of Clark's Harbor, who, while editor of the Coast Guard, was a consistent advocate of the idea of modifying the 'Modus Vivendi' has been taking an active part in the present agitation. The aim of the agitation is to secure 'modus vivendi' privileges to American vessels with motor equipment as well as to sail craft, with the additional privilege of mending gear in Canadian ports, and instead of requiring such vessels to pay a considerable amount for a license, to let them off with the payment of a nominal sum, a few dollars a year.

"Several interesting arguments are urged in support of this proposed change. It is said that if the license fee was a nominal one, a larger number of American vessels would call at Canadian ports to purchase bait, ice and other supplies, leaving considerable money among the supply dealers and fishermen. Such vessels too would, it is claimed, take advantage of the opportunity to transship their catches, and forward by rail and steamer to Boston, thus giving employment to transportation companies and workers of various classes.

"At present, it is chiefly the American salt fishermen that take advantage of the 'Modus Vivendi' and they have been declining in number. A considerable number of the fresh fishermen of Boston and Gloucester make their catches on the Cape Shore, and it would be an advantage to them to have the privilege of buying bait or transshipping their fares for a nominal fee. It is said that when these vessels

take out a modus vivendi license, half the fee is charged up to the crew, who are generally Canadians, anyway, while the fact that they make short trips and change crews frequently, make it difficult to get any particular crew to consent to paying part of the license fee. Mr. Nickerson claims that if these fresh fishermen were allowed practically free harbor privileges, ports like Shelburne and Liverpool would benefit greatly, as many American fishing vessels would practically make them a base of operations, instead of running back to Boston or Gloucester every time they made a fare, and thus losing a week or 10 days that they might devote to fishing.

Fisherman Died at Yarmouth.

John Johnson, a seaman, died on Wednesday evening, April 1, in the Yarmouth hospital. The body was sent to Boston Friday evening. He belonged to Everett, and was the cook on the sch. Ethel B. Penney. He was seized with paralysis while on the fishing grounds a few weeks ago.

Baited at Edgartown.

Sch. Natalie Hammond, Capt. Charles Colson arrived and baited for halibut, ing at Edgartown, Wednesday.

Apl. 11.

WILL PROTECT MAN IN DORY

New Canadian Fisheries Act Makes Carrying Compass, Food and Horn Mandatory

"One of the laws incorporated in the new Canadian Fisheries Act reads as follows:—"No dory, flat, whaler or other boat whatsoever, shall set out from any vessel engaged in deep-sea or bank fishing for the purpose of fishing with hooks and lines, trawls or similar appliances, etc., unless there is placed in such boat, to be retained therein during absence from such vessel, a mariner's compass, nor unless there is placed in such boat at least two quarts of drinking water and two pounds of solid food for each man of the crew of such boat. The owner of such vessel shall supply her at the commencement of her voyage with as many serviceable mariner's compasses as she carries boats, in addition to the vessel's compass, and also with the necessary utensils for holding water and with a serviceable fog-horn or trumpet."

Pity the poor cook or a fisherman when each dorymate demands his two pounds of grub to take in the dory with him. He will probably insist that all "mugging up" be done out in the dories in order to avoid having a pile of unused food on his hands. The water regulation will need no enforcing as most bank fishermen fill their dory jar before making a set, but in the fog-horn regulation will the old "conch" hold good?—Canadian Fisherman.

THE FISHERIES OF CANSO N. S.

Speaking of the fishing industry at Canso, N. S. Consular Agent Alfred W. Hart writes:

Canso has practically no industries outside of the fishing business, and, excluding the value of the fishing craft, it is found that the value of the 11 plants engaged in smoking, canning, preparing boneless, dry-salting, pickling, freezing and handling fish amounts to \$200,000. Six hundred men find employment in these establishments, which do an annual business of one-half million dollars. Practically all of the output of these plants is disposed of in Nova Scotia, although more or less finds its way to the United States through Halifax exporters, in addition to the direct exports from Canso. Directly engaged in the shore fisheries are 3600 men, who use 1200 boats, 150 of which are supplied with motors. The use of motors is increasing yearly. The inshore fisheries had an off year in 1913. In line fishing the catch was small, but prices hailed high. The scarcity of fish, rough weather, and prevalence of the dogfish all affected the business adversely, so much so that dealers are unable to fill orders.

Along the Water Front.

Capt. Henry W. Curtis is fitting sch. Mary F. Curtis for a Cape North shacking trip.

Capt. James A. Goodwin is fitting sch. Good Luck for fresh Rips fishing. Capt. Lew Wharton is fitting out sch. Oriole for salt trawl banking.

Capt. Charles Maguire is fitting out sch. Constellation for south seining.

Capt. Reuben Cameron will start to fit sch. Marguerite Haskins for South seining Monday.

Catch of 1913 of Lockeport.

For the year ended March 31st, 1914, the total catch of fresh fish by the Lockeport, N. S., fleet was 6,221,686 pounds. From August, 1912, to March 1914 inclusive the halibut catch was 158,570 pounds.

Motor Bus to Run to New Fish Pier.

Beginning Monday, a motor bus line will carry passengers between the new Fish pier in South Boston and Atlantic avenue by way of Northern avenue. At present there is a long walk to the pier from the nearest car line.

On the Railways

Sch. Patriot and sch. Meteor are on the Rocky Neck ways.

Sch. Elsie and sch. Thomas S. Gorton are on Burnham Brothers' ways.

The Two Brothers is on Parkhurst's ways.

Sch. Arabia Going Seining.

Capt. William Bissert will fit sch. Arabia for a south seining next week.

Put In Engines.

Sch. Volant has had two 36 horse power Lathrop engines installed. She will fit for the fresh halibut fishery under command of Captain Gus Dunskey, who will make his first trip in the vessel.

ONE LONE CRAFT AT THE NEW PIER

This is the smallest day yet, since the opening of the new fish at South Boston, but a single arrival being hand this morning.

Steamer Crest had the trip, halibut for 63,000 pounds fresh haddock, 13,000 pounds cod, 1000 pounds pollock and 400 weight fresh halibut.

Wholesale prices were \$1 to \$2.25 hundred for haddock \$4 for large cod \$2 for market cod \$3 to \$5 for halibut \$2.25 for pollock and \$1.50 for cusk.

Boston Arrivals and Receipts.

The arrivals and receipts in detail are:

Str. Crest, 63,000 haddock, 13,000 cod, 1000 pollock, 400 halibut.

Haddock, \$1 to \$2.25 per cwt; large cod, \$4; market cod, \$2; hake, \$3 to \$4 pollock, \$2.25; cusk, \$1.50.

EVERYTHING O. K. ON THE POTOMAC

Capt. Carter Wires From Brig Bay Only Waiting Ice to Slack.

According to the Western Star of April 1, a salvaging crew has succeeded in boarding the abandoned tug Potomac and the tug's engines were working in good shape. The crew were waiting for the ice to slack.

The Star follows:

Mrs. J. H. Carter hands us the following message, which she received on Monday from her husband, on board the Potomac.

"St. John's Bay via Brig Bay, March 30.—Here yet, waiting ice to slack. Everything o. k. Consider ship safe."

Mrs. Carter had another message on Saturday stating that the ship's engines were working o. k.

Bank Fishing in the Old Days.

Capt. Gilbert Ellis, of Digby, N. S., recalls a fishing trip he made 33 years ago in the Provincetown sch. Robert Raikes. On this trip they were five months and 10 days at sea without running in to a port. As a result of the cruise, they brought in a fare of 2400 quintals of salt cod and 100 quintals of flitched halibut. Nowadays it would be quite a job to ship a gang willing to hang out that length of time on a single trip.—Canadian Fisherman.

First Spanish Mackerel Fare.

The first large catch of Spanish mackerel brought to port this season was unloaded Tuesday afternoon at the fish house of the E. E. Saunders Company. The smack Sea 'em arrived during the morning from off Port St. Joe with 5000 pounds of this choice fish. Other small catches have been recorded this season, but Tuesday's is the first of any size to arrive at this port.